

The **Federal Highway Administration** presents the

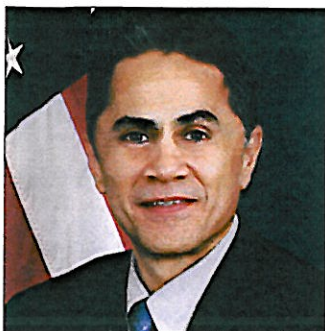
2009 Environmental Excellence Awards



U.S. Department of Transportation
Federal Highway Administration

2009

Letter from the Federal Highway Administrator



Secretary Ray LaHood has said that one of the Department of Transportation's top priorities under the Obama Administration will be "a serious push to make transportation much cleaner and greener in the United States." Today, the Federal Highway Administration recognizes a set of truly remarkable people, projects, and processes that have significantly furthered this goal.

The 2009 Environmental Excellence Awards recognize excellence in diverse categories, including Roadside Resource Management and Maintenance, Environmental Research, Context-Sensitive Solutions, and Environmental Leadership. Winners have formed partnerships with community organizations and the private sector to perform research on highway noise, restore historical structures, and help to preserve ecosystems and wildlife.

The projects share a few key characteristics: each used innovative methods to promote environmental sensitivity and sustainability without sacrificing mobility. This brochure highlights these winners and their outstanding accomplishments.

A panel of independent judges chose the winners from many qualified entries to the eighth Biennial Environmental Excellence Awards competition. Congratulations to the 2009 winners and nominees.

As the Obama Administration, the Department of Transportation, and the Federal Highway Administration continue to green the transportation sector, these projects represent the creativity and perseverance that will produce truly transformative results for communities and the environment.



Victor M. Mendez
Administrator
Federal Highway Administration
September 14, 2009

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For Excellence in Air Quality Improvement and Global Climate Change: California Regional Blueprint Program

California Regional Blueprint Project

Agencies Awarded:

California Department
of Transportation (Caltrans)

Governor's Office of Planning
and Research

California Department of Housing
and Community Development

Project Contributors:

Management and staff of Caltrans

Management and staff of Governor's
Office of Planning and Research

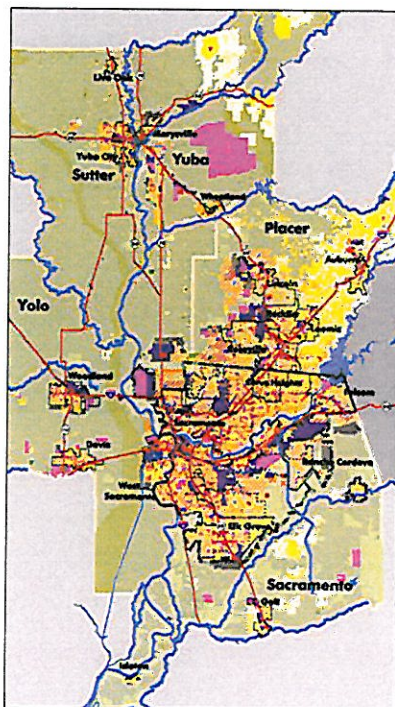
California Department of Housing and
Community Development, and several
sister agencies

Executive Directors and staff of
participating Metropolitan Planning
Organizations (MPOs) and Regional
Transportation Planning Agencies
(RTPAs)

University of California

Many supportive nongovernmental
organizations, foundations, and
private-sector partners

Caltrans, in coordination with the Governor's Office of Planning and Research and the California Department of Housing and Community Development, oversees the California Regional Blueprint Program to encourage sustainable growth on a regional scale. The program provides funds for voluntary regional sustainable growth-planning efforts that emphasize transportation and scenario-planning activities. Participating MPOs and RTPAs engage in visualization and scenario planning with extensive public participation. Regional agencies then use this planning process to create and implement a Regional Blueprint Plan, which integrates transportation, environment, housing, and other key regional issues into a preferred-growth scenario. The outcome-based goals of each Regional Blueprint planning process include reducing emissions of greenhouse gases from mobile sources, integrating environmental concerns into regional planning, linking transportation and housing needs at a regional level, building interagency partnerships, and creating proactive public involvement. The Regional Blueprint Program is an innovative policy solution to encouraging sustainable growth and combating global climate change.





For Excellence in America's Byways: Minnesota's North Shore Scenic Byway

Minnesota's North Shore Scenic Byway

Agencies Awarded:

Minnesota Department
of Transportation (Mn/DOT) – District 1
North Shore Scenic Drive Council
University of Minnesota – Center for
Changing Landscapes

Project Contributors:

Mn/DOT – District 1

Mike Robinson

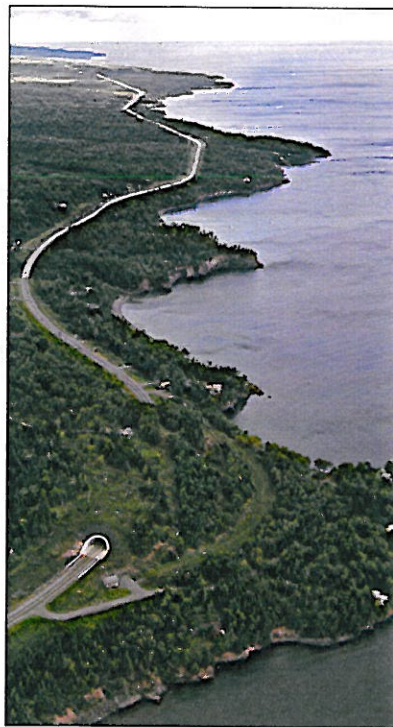
North Shore Scenic Drive Council

Dan Roth

University of Minnesota – Center for
Changing Landscapes

Mary Vogel

Minnesota's North Shore Scenic Byway strategic master planning process enhances the ecological and cultural sustainability of the North Shore. Planning and maintaining the 154-mile North Shore Scenic Byway requires the integration of varying landscapes, national and State forests and parks, towns, communities, and harbors. To ensure that the byway responds to local needs, the North Shore Scenic Drive Council consults with a broad range of stakeholders and public agencies, then updates the Long-Range Strategic Plan every three years. This plan integrates infrastructure with the surrounding landscape by balancing needs for mobility and safety with environmental, community, cultural, and scenic objectives. Examples of the Council's commitment to the improvement of the byway include the implementation of traffic-calming measures within town centers, the replacement of unsafe highway sections, and the construction of bridges that incorporate bicycle and pedestrian paths. The partner agencies' creative efforts ensure that the byway allows all of its users to experience the unique scenic and cultural features of Minnesota's North Shore.



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For Excellence in Context-Sensitive Solutions: Glenville Wetland Mitigation Bank/Fox Point State Park

Glenville Wetland Mitigation Bank/Fox Point State Park

Agencies Awarded:

Federal Highway Administration (FHWA) – DelMar Division

Delaware Department of Transportation (DelDOT)

Delaware Department of Natural Resources and Environmental Control (DNREC)

Project Contributors:

FHWA – DelMar Division

Bob Kleinburd

Nick Blendy

DelDOT

Wayne Rizzo

Diane Bernardo

Terry Fulmer

Joy Ford

Ken Dunne

Chris Costello

Thomas McLaughlin

Herbert Monsalud

Paul Drake

Maureen Kelley

Randy Ferguson

DNREC

Tim Ratsep

John Cargill

Steve Johnson

Kathleen Stiller

DelDOT and DNREC joined forces with New Castle County and multiple Federal agencies led by FHWA to implement context-sensitive solutions in response to the Glenville flood of 2003. Tropical Storm Henri and Hurricane Isabel flooded the community of Glenville, which lay in the 100-year floodplain of the Red Clay Creek. DelDOT, because of its knowledge, experience, and resource power, was chosen to lead the relocation effort for the residents living in the 145 homes affected by the flood. The project team found a creative and context-sensitive way to address the former location of these homes: the 57-acre area became the Glenville Wetland Mitigation Bank, created in conjunction with the US Army Corps of Engineers and the Environmental Protection Agency. The mitigation bank consists of 46 acres of new and restored wetlands and habitat with a buffer area for the 30 residences that remain. After excavating over 300,000 cubic yards of soil to create this wetland bank, DelDOT and DNREC reused the soil to cap a brownfield site and create an expanded 55-acre Fox Point State Park along the Delaware River. The Federal, State, and local partnership produced context-sensitive strategies and saved approximately \$3 million in Delaware tax dollars while providing a mitigation bank, flood mitigation, a functioning new park, and a revitalized housing community.



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2009 Environmental Excellence Awards

For Excellence in Cultural and Historical Resources: Minnesota Historic Bridge Management Program of the Minnesota Department of Transportation

Minnesota Historic Bridge Management Program of the Minnesota Department of Transportation

Agencies Awarded:

Federal Highway Administration (FHWA) – Minnesota Division

Minnesota Department of Transportation (Mn/DOT)

Minnesota State Historic Preservation Office (SHPO)

Mead and Hunt

HDR and ARCH3, LLC

HNTB and ONE Consulting

URS Corporation

Project Contributors:

FHWA – Minnesota Division

Cheryl Martin

Mn/DOT Cultural Resources Unit

Kristen Zschomler

Jacqueline Sluss

Garneth Peterson

Teresa Martin

Mn/DOT Bridge Office

Daniel Dorgan

Jim Lilly, Engineer

Mn/DOT – District 1

Gus Peterson

Minnesota SHPO

Dennis Gimmetstad

Kelly Gragg-Johnson

Mead and Hunt

Amy Squiteri

Robert Frame

HDR and ARCH3, LLC

Daniel Pratt, Historical

HNTB and ONE Consulting

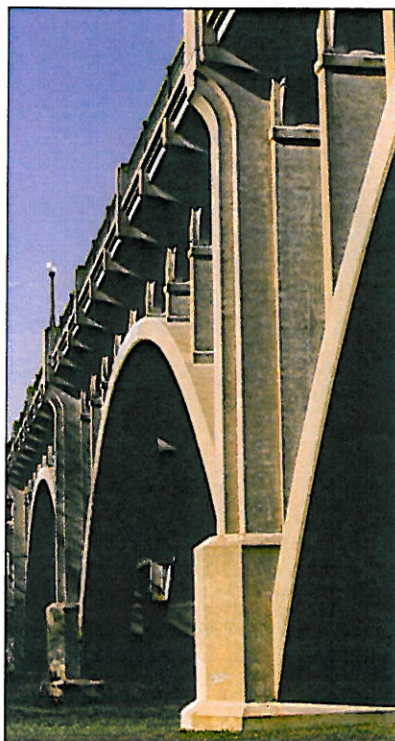
Steve Olson

URS Corporation

Mark Maves

Federal Highway Administration
2009 Environmental Excellence Awards

The Minnesota Historic Bridge Management Program demonstrates Mn/DOT's commitment to excellence in cultural and historical resource preservation. The program began over 25 years ago with the completion of historical contexts to guide the evaluation of bridges in the State and the subsequent evaluation and identification of 250 bridges with historical significance, 33 of which were owned by the State. Mn/DOT worked closely with the Minnesota SHPO to identify candidates for long-term preservation and to develop individual management plans for the 24 selected structures. Mn/DOT also provided local transportation agencies with generalized historic bridge management that could help guide preservation and restoration of the over 200 locally owned historic bridges. The Minnesota SHPO recognized Mn/DOT's extensive effort and agreed to streamline the environmental review process for all nonhistoric bridges, thereby decreasing the cost and delays for 5,000 potential bridge improvement projects. The Minnesota Historic Bridge Management Program promotes a deeper commitment to the preservation of the State's distinguished engineering heritage while expediting the environmental review process.



Excellence in Ecosystems, Habitat, and Wildlife: Innovative Topdown Construction Used on Washington Bypass Project

Innovative Topdown Construction Used on Washington Bypass Project

Agencies Awarded:

North Carolina Department of Transportation (NCDOT)

Flatiron Construction

Project Contributors:

NCDOT

Jackie Armstrong

Teresa Bruton

Chad Kimes

Bill Kincannon

Rodger Rochelle

Maria Rogerson

Flatiron Construction

Elie Homsy

Mark Mallett

Paul Newman

The project design-build team used an innovative gantry design to construct a 2.8-mile bridge with minimal disturbance to the surrounding environmentally sensitive wetland ecosystem. The NCDOT Washington Bypass Project consists of a 6.8-mile bypass route around the city of Washington, North Carolina, on US 17. The team came up with the world's first erection gantry to construct the bridge from the top down. Using gantries to drive the piles that support the bridge minimizes the construction footprint and limits disturbance to the area immediately around the bridge. Compared with traditional wetland construction that makes extensive use of access trestles, barges or tugboats, and cranes, the new erection-gantry method holds great promise for minimizing construction damage to environmentally sensitive areas in the future.





Excellence in Ecosystems, Habitat, and Wildlife: Oregon Department of Transportation Vernal Pool Mitigation and Conservation Bank

Oregon Department of Transportation Vernal Pool Mitigation and Conservation Bank

Agencies Awarded:

Oregon Department of Transportation (ODOT)

The Nature Conservancy

Oregon Department of State Lands

US Fish and Wildlife Service (USFWS)

US Army Corps of Engineers (USACE)

Project Contributors:

ODOT

Brad Livingston

Bill Warncke

The Nature Conservancy

Darren Borgias

Mark Stern

Derek Johnson

Brian Todd

Keith Perchemlides

Oregon Department of State Lands

Dana Field

USFWS

John Marshall

Joe Zisa

Craig Tuss

Sam Friedman

USACE

Mike Turaski

Jaimee Davis

ODOT created the first conservation bank in the State of Oregon, the Vernal Pool Mitigation and Conservation Bank, in the Rogue Valley. Vernal pools are unique environments that fill with water during rainy seasons of the year and dry out during others. ODOT enlisted USFWS and State and local resource agencies to find a vernal pool preservation site that would contribute to the conservation of rare species and habitats. The agencies unanimously chose an 80.23-acre site located directly adjacent to The Nature Conservancy's Whetstone Savanna Preserve. Together, the mitigation bank and the preserve will provide 160 acres of contiguous high-functioning vernal pool habitat. The complex will be protected by The Nature Conservancy to sustain wetland functions and values. Habitat will be provided for large-flowered woolly meadowfoam and Cook's lomatium, two endangered plant species, as well as the threatened vernal pool fairy shrimp. In addition to addressing species issues, the bank is available to compensate for impacts to wetlands. ODOT's collaboration with resource agencies and the Conservancy exemplifies a carefully researched mitigation project that preserves wildlife habitat in a unique and sensitive ecosystem.



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For Excellence in Environmental Research: Quieter Pavement Research: Development of Technology for Measurement of Tire/Pavement Noise Using the On-Board Sound Intensity

Development of Technology for Measurement of Tire/Pavement Noise Using the On-Board Sound Intensity Method

Agencies Awarded:

California Department of Transportation (Caltrans)

Illingworth & Rodkin, Inc.

General Motors (GM)

Arizona Department of Transportation (ADOT)

Project Contributors:

Caltrans

Randell Iwasaki

G. Scott McGowen

Bill Farnbach

Bruce Rymer

James Andrews

Illingworth & Rodkin, Inc.

Dr. Paul R. Donavan

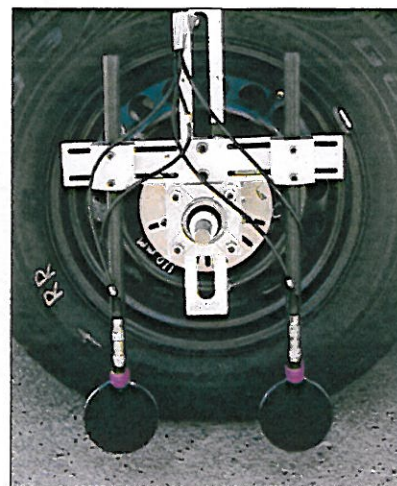
GM

Douglas B. Moore

ADOT

Larry Scofield

Caltrans' Division of Environmental Analysis adapted a little-known GM measurement methodology to precisely quantify tire/pavement acoustics. The new methodology, On-Board Sound Intensity (OBSI), is based on acoustic work done on test tracks in the 1970s by GM. The dominant noise source on light vehicles operating at freeway speed is tire/pavement noise. The noise levels on different pavements can vary widely depending on material type and surface texture. It was this tire/pavement noise phenomenon that led Caltrans to develop OBSI. The Caltrans-modified approach uses one standard tire to evaluate many different pavements with traffic on active freeways in real time. The unique aspect of this procedure allows pavement noise to be separated from other noise generators on a moving vehicle. This work has demonstrated that lowering pavement noise levels also lowers community noise adjacent to highways. Development of quieter pavement is another potential tool that transportation departments may use to lower overall traffic noise levels in the community. A better understanding of tire/pavement acoustics will improve noise-modeling calculations and noise-mitigating design features. This Caltrans-/GM-developed process is now being adopted as a measurement standard by the American Association of State Highway and Transportation Officials (AASHTO), ASTM International (formerly the American Society for Testing and Materials), and SAE International (the Society of Automotive Engineers International).



Federal Highway Administration
2009 Environmental Excellence Awards



2009 Environmental Excellence Awards

For Excellence in Environmental Streamlining: 11th Street Bridges Environmental Impact Statement

11th Street Bridges Environmental Impact Statement

Agencies Awarded:

District of Columbia Department of Transportation (DDOT)

CH2M HILL

Project Contributors:

DDOT

Faisal Hameed

Kathleen Penney

Bart Clark

CH2M HILL

James Bednar

DDOT's 11th Street Bridges project will enhance the mobility of traffic across the Anacostia River. The project will eliminate the need for traffic to cut through neighborhood streets between the Anacostia Freeway and the Southeast Freeway. DDOT adopted an aggressive schedule and committed the necessary resources to advance the project and meet the goal of improving the quality and timeliness of the transportation-delivery process. To develop the project's Draft Environmental Impact Statement (DEIS), DDOT partnered with the public and more than 30 Federal and non-Federal participating agencies to gain early acceptance by all stakeholders. The team identified critical project issues, which improved the scoping phase and addressed stakeholders' concerns early in the DEIS. As a result, the solutions presented in the Final DEIS were representative of stakeholder needs and were environmentally sound. DDOT's collaborative and proactive approach to developing the 11th Street Bridges DEIS resulted in a streamlined project, exceeding the Federal Highway Administration's National Performance Objective.





For Excellence in Nonmotorized Transportation: Midtown Greenway and Bridge

Midtown Greenway and Bridge

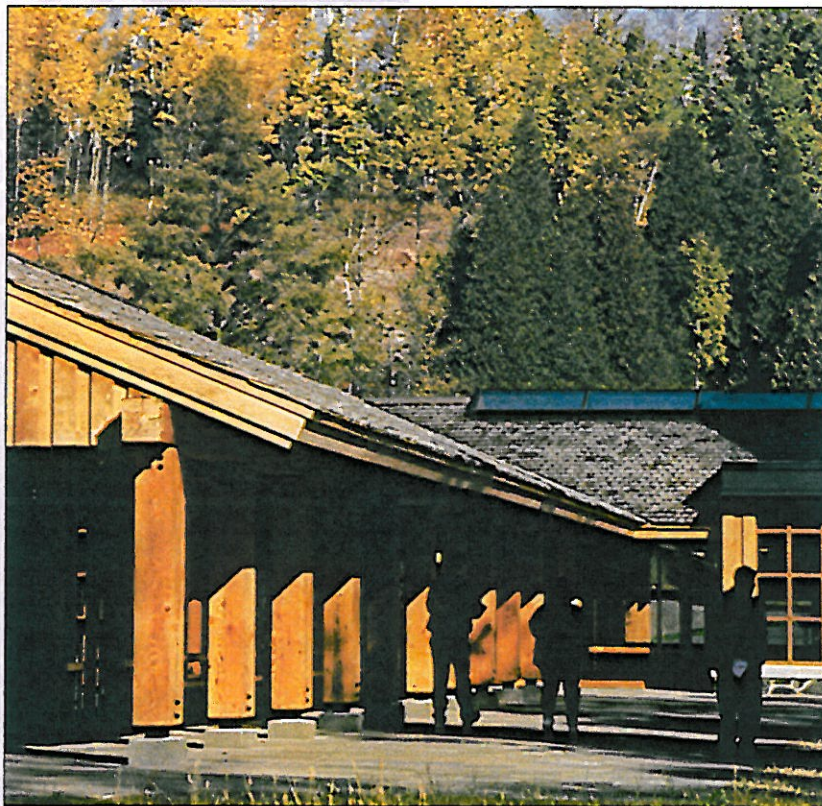
Agencies Awarded:

Minnesota Department of Transportation (Mn/DOT)
Hennepin County Community Works
URS Corporation

Project Contributors:

Mn/DOT
Scott McBride
Hennepin County Community Works
Dean Michalko
URS Corporation
Greg Brown

The Midtown Greenway and Bridge project transformed the Midtown railroad corridor into a safe, fast, and barrier-free trail system for commuting and recreation while preserving necessary space for possible future coexistence with a light-rail transit system. Successful completion of the Greenway corridor required innovative design elements to improve mobility, safety, and access for pedestrians, bicyclists, and transit users. During the project-planning process, stakeholders wanted to create an aesthetic signature community gateway. The 215-foot cable-stayed bridge was designed for the gateway, which fits within the available right of way and is used by 3,000 bicyclists and pedestrians on a daily basis for commuting and recreation. This much-needed Midtown Greenway Trail and gateway bridge represent a significant and successful local, State, and Federal investment in alternatives that encourage sustainable transportation.



2009

2009 Environmental Excellence Awards

For Excellence in Roadside Resource Management and Maintenance: Nebraska Department of Roads – Plan for the Roadside Environment

Nebraska Department of Roads – Plan for the Roadside Environment

Agency Awarded:

Nebraska Department of Roads (NDOR)

Project Contributors:

NDOR

Arthur Thompson

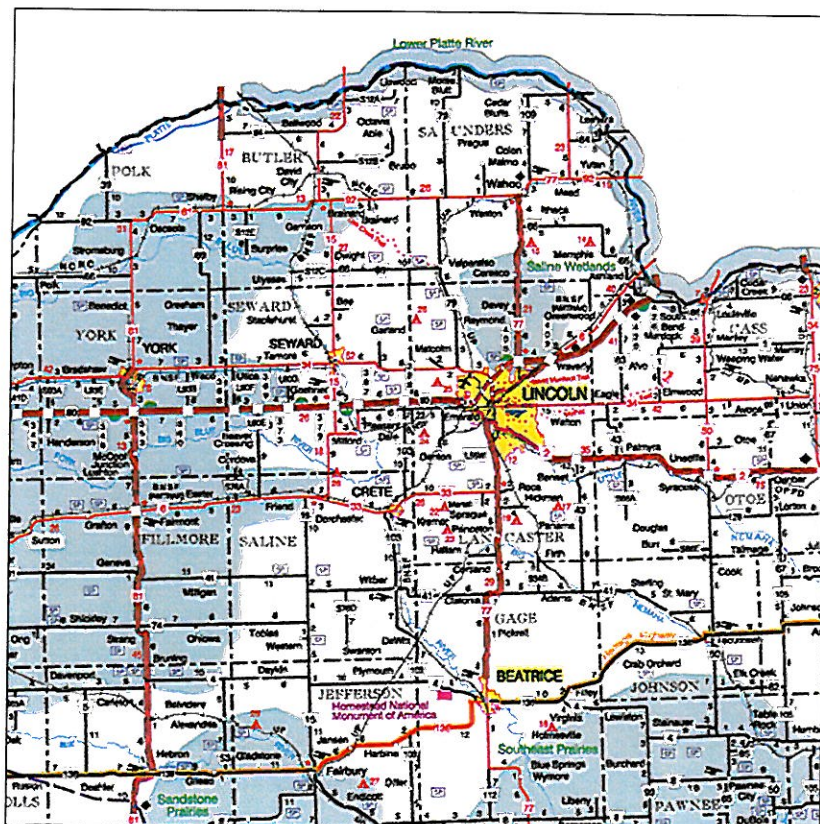
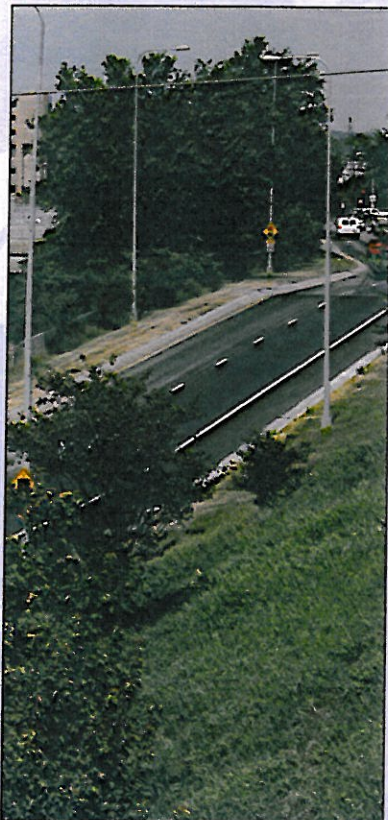
Cynthia Veys

Ronald Poe

Alison Krohn

Carol Wienhold

NDOR's Plan for the Roadside Environment promotes the increased use of native plantings and vegetation management to provide a sustainable roadside. The plan emphasizes the use of native plantings adapted specifically to the varying climate zones across the State. It contains sections for each of the six landscape regions across Nebraska. Each individual landscape section contains regional maps and summarizes a variety of ecosystem information for the region, including hydrology, climate, and soil and plant communities, as well as regional-history, land-use, and economic features. The plan is applicable to the entire State and includes landscaping objectives for integration into transportation planning, safety, design, and operation of the system. The informational base benefits NDOR and natural resource agencies concerning the role of the roadside environment and how to achieve good stewardship and maintenance of a unique and sustainable "Nebraska-style" landscape.





For Excellence in Wetlands, Watersheds, and Water Quality: Caltrans Statewide Stormwater Management Program

Caltrans Statewide Stormwater Management Program

Agency Awarded:

California Department of Transportation (Caltrans)

Project Contributors:

Caltrans

G. Scott McGowen

Caltrans District and Headquarters Integrated Stormwater Management Team

Caltrans' integrated Statewide Stormwater Management Program protects water quality while fulfilling the agency's mission to improve mobility across California. The comprehensive program addresses water quality throughout the project-delivery process for highway improvement projects. The Stormwater Management Program developed best-management practices (BMPs) for all departmental activities, including environmental, design, construction, facility operations, and maintenance. The program implements over 70 BMP types and uses more than nine types of stormwater control devices to prevent pollution and treat stormwater runoff. The program also includes a public education component; Caltrans' statewide Don't Trash California campaign has educated nearly half a billion Californians about trash and its effects on water quality. In partnership and collaboration with State DOTs, Caltrans hosted the first American Association of State Highway and Transportation Officials (AASHTO) Stormwater Conference in June 2008 to bring together State DOT representatives, the Federal Highway Administration, the Environmental Protection Agency, and leading academic researchers to share and advance the knowledge of stormwater runoff management directly related to highways and transportation facilities.



2009

2009 Federal Highway Administrations

Judges' Award for Special Recognition: The Oregon Solar Highway Initiative

The Oregon Solar Highway Initiative

Agencies Awarded:

Governor of Oregon

Oregon Department of Transportation
(ODOT)

Portland General Electric

Project Contributors:

Governor of Oregon

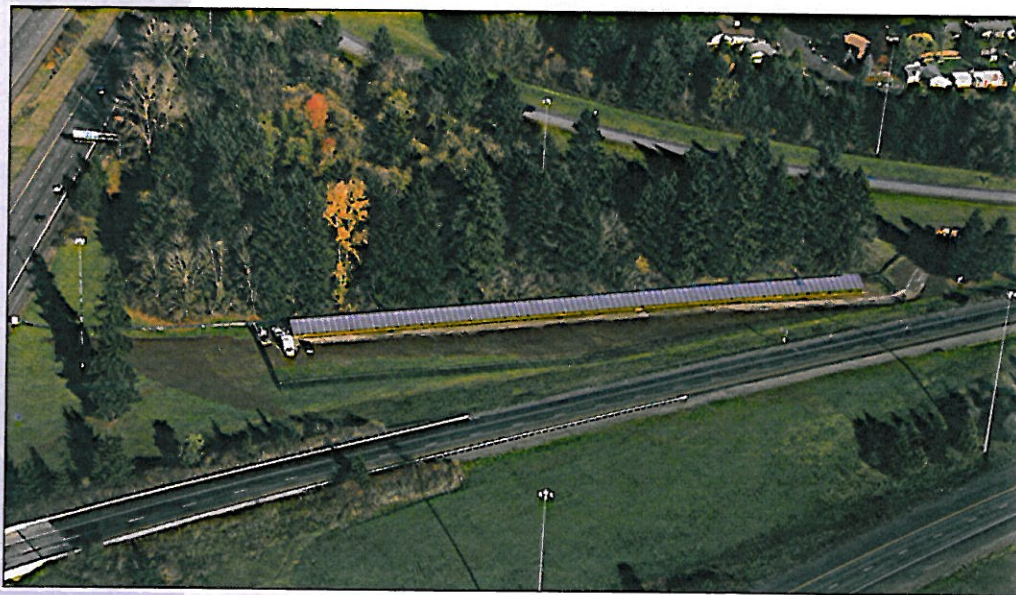
Theodore R. Kulongoski
ODOT

Allison Hamilton
Portland General Electric

Mark Osborn

Kelly Cox

The Oregon Solar Highway Initiative is a partnership with the private sector that utilizes State and Federal tax credits, depreciation, and utility incentives to finance renewable energy projects located in the highway operating right of way. The first project under the Initiative is a 594-panel, 104-kilowatt, ground-mounted solar array located inside the interchange of InterState 5 (a Federally designated Corridor of the Future) and Interstate 205 in Tualatin, Oregon. ODOT seeks to demonstrate that solar arrays will complement and not compromise the transportation system, and that they can thus be deployed on highways throughout the nation. The Oregon Solar Highway Initiative reflects the innovation and spirit of partnership that are necessary to develop entrepreneurial and sustainable ways of addressing the nation's transportation and energy needs.





For Excellence in Environmental Leadership: Gary Ruggerone

Gary Ruggerone

Agency Awarded:

Gary Ruggerone, California
Department of Transportation
(Caltrans)

Project Contributors:

Caltrans – District 5

Gary Ruggerone

Mitch Dallas

Tom Edell

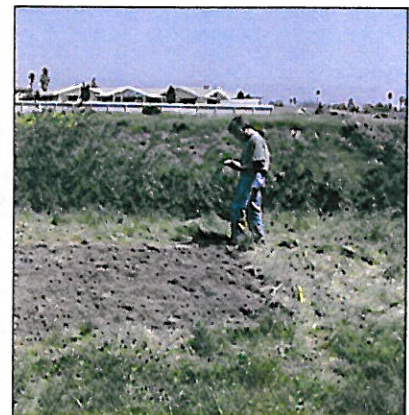
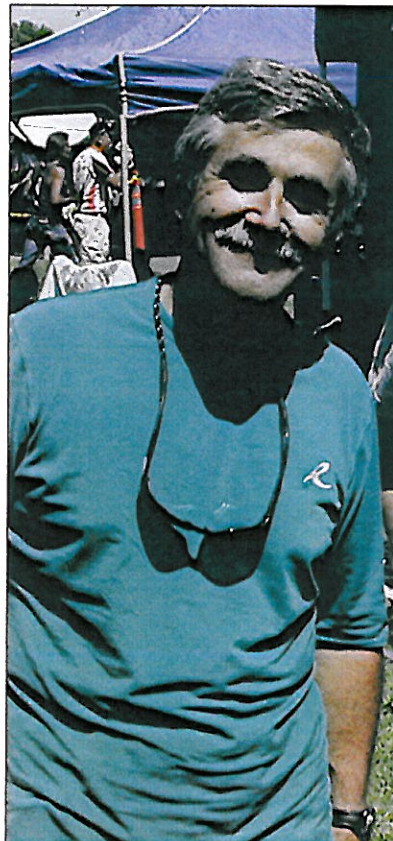
Randy LaVack

Nancy Siepel

Cathy Stettler

Kelda Wilson

Gary Ruggerone has demonstrated environmental leadership over the course of his 30-year tenure at Caltrans, where he oversees the Environmental Stewardship Branch and leads the Emergency Response Team for Environmental Planning in Caltrans – District 5. Gary's ability to foster cross-agency cooperation and to transmit information from field crews to upper management allows him to efficiently integrate ecological principles into his many transportation projects, a few of which stand out as true advances in environmental planning. In the Elkhorn Slough Early Mitigation Pilot Project, he was instrumental in initiating a watershed approach for an early mitigation process that can be implemented years in advance. He also conceived of and executed two Programmatic Agreements between the Federal Highway Administration and the Ventura Office of the US Fish and Wildlife Service (USFWS) for the California red-legged frog and Smith's blue butterfly, which saved time and money for Caltrans and USFWS staff. This award recognizes Gary's distinguished career as an innovative team and environmental leader.



2009

TRIP to Work Program

Agency Awarded:

South I-25 Urban Corridor
Transportation Management
Association

Project Contributors:

South I-25 Urban Corridor
Transportation Management
Association

Steve Klausing

Honorable Mention: TRIP-to-Work Program

The Transit Rider Incentive Program (TRIP) provides affordable public transportation services to employees working in the South I-25 Urban Corridor of Denver, Colorado. The South I-25 Urban Corridor Transportation Management Association, a coalition of local governments and business groups within the South I-25 Corridor, partnered with the Denver Regional Transportation District to discount monthly light-rail, bus, and "Call-n-Ride" passes that provide employees with a low-cost alternative to driving to work.

2009

Walk There!

Agencies Awarded:

Metro
Kaiser Permanente, Northwest Region

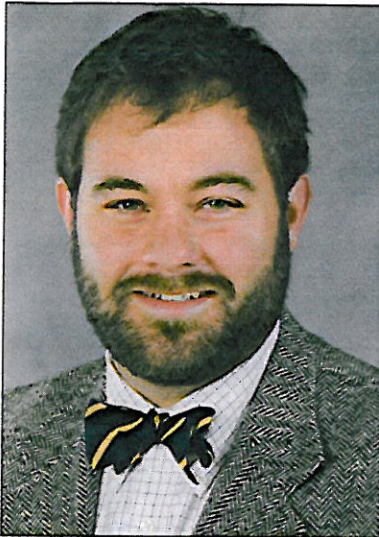
Project Contributors:

Metro
Pam Peck
Kaiser Permanente, Northwest Region

Molly Haynes

Honorable Mention: Walk There!

Portland's Walk There! program, developed by Metro, promotes walking as a healthy transportation option. The Walk There! guidebook highlights 50 walking routes in the Portland metropolitan region and enhances access for people with disabilities by including detailed information about each route's distance, difficulty, terrain, and incline. Metro distributed the guidebook through medical clinics around the region.

Judges

Jeremiah Dumas, ASLA
Director, Environmental Collaborative Office
Mississippi State University
Mississippi State, Mississippi



Rachel Herbert
Physical Scientist
U.S. Environmental Protection Agency, Water Permits Division
Washington, D.C.



Catherine Liller
National Transportation Liaison
U.S. Fish and Wildlife Service
Washington, D.C.